

MR. TAFT PLEADS FOR CONSTITUTION

People's High Duty, He Declares,
to Stand Like Flint Against
Light Suggestions
of Change.

LESSON OF MEMORIAL DAY

Pillars of Popular Government,
Established at Appalling Cost
of Life and Treasure, Should
Not Be Pulled Down,
President Says.

Washington, May 30.—President Taft made a strong and earnest appeal today for preserving the limitations of the Constitution. Its checks and balances, he said, had been made sacred and inviolate by the War of the Revolution and sealed in the blood of heroes. They had been maintained, he went on, at the cost of appalling sacrifices of life and treasure, when the nation, led by Abraham Lincoln, went through the valley of the shadow of death, and it was the high duty of the people now to set their faces like flint against light suggestions of change in those dearly bought principles. The President was speaking at the Memorial Day services in Arlington National Cemetery. He said in part:

It is the solemn contemplation of what the Civil War and its consequences really mean in the history of our country that makes this day's celebration most valuable. It is religious regard for the pillars of popular government, for the principle of liberty regulated by law, for the preservation of popular representative institutions, which this day's ceremonies should consecrate and strengthen.

On this day it is the high duty of all the people to revitalize their love of their country and renew their devotion to the limitations of its Constitution which have made it permanent and useful to the people, and to reject, with stern and flintlike front, all light suggestion of change in those principles which it has cost centuries of struggle and hundreds of lives to secure and maintain.

Rebuke to Congress.
President Taft rebuked Congress for its failure to provide at Arlington a suitable building in which to hold the annual memorial ceremonies and properly attest the nation's reverence for its honored dead. He added:

Such celebrations as this are important, of course, to renew the loving memories of the individual heroes whose names the mourners and celebrants can remember in the flesh, but as the Civil War winds further and further into the past, Memorial Day becomes less individual and more impersonal, and while we do not minimize in the slightest the individual heroism of those who are buried here, we find ourselves more and more on each recurring day meditating on the great and anonymous mass that sacrifice the value of mankind of the principles which these men about us here died to uphold.

Principles Bought by Sacrifice.
As we look back over the range of history, the growth of civilization, the establishment of lawful and peaceful authority, and finally the working out of individual liberty through the growth of popular government, we mark the milestones of progress by the tremendous cost that humanity has paid in this onward march, and by that cost we note the greatness of the advance and the sacredness and inviolability of the principles achieved.

Look back upon the sacrifice of our ancestors, the lives lost, the suffering, the blood shed, the great defeat, and the final triumph of a week, struggling confederacy after six years of continuous war. Is it not the fact that all that effort and all that cost which we celebrate as the Fourth of July increases in our minds the importance of the principles of the Declaration of Independence and the Constitution which followed it? Are not the limitations of that Constitution, its declarations, its restrictions, its separate branches, its government, its checks and balances, all of them made sacred and inviolate by the revolutionary war, and are they not sealed in the blood of its heroes?

And then when we come to the greatest calamity to which our nation has ever been subjected—indeed, the greatest to which any nation has ever been subjected—when we think how the whole nation, led by Abraham Lincoln, went down into the valley of the shadow of death and the agony of spirit through which every patriot passed, the hundreds of thousands of lives and the hundreds of millions of treasure and the unlimited suffering of the people, can we maintain, the cause that thereby were vindicated, the principles that thereby were vindicated, and the governmental structure whose foundations were thereby renewed and made more solid and more venerated?

We fought to preserve the Union, to maintain the Constitution, modified only by striking out slavery and to civil and political rights, the man with the dark skin with the man of the white skin. We consecrated again representative government by the people. We consecrated again the inalienable rights of the individual citizen, and we have given them a sanction and a stability that annual observances like this are best fitted to preserve and to maintain.

SUFFRAGIST BEATS HUSBAND

Receives Man's Punishment, Too,
by Going to Penitentiary.

(By Telegraph to The Tribune.)
Binghamton, N. Y., May 30.—Mary Dubal is the first woman in the southern tier to be given a penitentiary sentence for husband beating. She is an advocate of woman's rights and on former occasions complaints have been made against her for mistreating her husband. Mrs. Dubal was arrested on a warrant obtained by her husband, who complained that in a fit of rage during a domestic spat she administered to him a sound beating. City Judge Albert Hotchkiss found her guilty and declared that if women desired men's prerogatives they should also have men's punishment when found guilty of violation of law. He always dealt severely with wife beaters, he said, and accordingly he sentenced her to three months in the Otsego penitentiary.

Poland Spring House Opens June 1.
Hoboken, N. J., May 30.—The Poland Bicker & Sons, Props., 30, Poland, N. J., New York office, Poland Water Bldg., 1139 B'way, Adv.



WILBUR WRIGHT.
The first and greatest of aeroplane pioneers,
who died yesterday.

WILBUR WRIGHT LOSES LONG FIGHT FOR LIFE

First Prominent Aviator to Die
from Natural Causes Since
Flying Began.

PIONEER IN AIR NAVIGATION

With Brother Orville He Per-
fected the Aeroplane After
Years of Costly Experi-
mentation.

Dayton, Ohio, May 30.—Wilbur Wright, the first aeroplane pilot in the world, died at 3:15 o'clock this morning from typhoid fever. Death came after America's most celebrated aviator had lingered for days on the brink in the throes of a high fever.

One hundred and forty persons have been killed in aviation accidents since Lieutenant Selfridge met his death while making a flight with Orville Wright in September, 1908. Wilbur Wright is the first well known aviator to die from natural causes since flying became practicable. Mr. Wright had been at death's door for many days, and, though his condition from time to time gave some hopes to members of his family, the attending physicians, Drs. D. B. Conklin and Levi Spittler, maintained throughout the latter part of his illness that he could not recover. When the patient died he was surrounded by the members of his family, which included his aged father, Bishop Milton Wright; Miss Catherine Wright, a sister, and Orville, the co-inventor of the aeroplane; Roushchin and Lorin Wright, brothers. All of the family live in this city except Roushchin, who lives in Kansas.

Fever Climbs to 106.
The most alarming symptoms in Wright's sickness developed yesterday shortly before noon, when his fever suddenly mounted from 104 up to 106, and then quickly subsided to its former stage. At this juncture of the crisis the patient was seized with chills, and the attending physicians were baffled by the turn of affairs. Chills were unusual in a patient suffering from this high fever, and the physicians at Mr. Wright's bedside were puzzled. The condition of the aviator remained unchanged throughout the rest of the day, and there was no improvement up to midnight.

At 2 o'clock this morning the usual examination showed that the dying inventor's temperature was high, but that pulse and respiration had satisfactorily decreased. No fear was entertained at this hour, but thirty minutes later the attending nurse noted rapid deterioration. Death came quietly, without a struggle.

For approximately two weeks the patient had been unconscious, but as his eyes rolled about the room in the direction of the nurses, the doctors and members of the family, he gave unmistakable evidence of a sub-conscious desire to recognize them. On Wednesday morning as Orville sat at the bedside, Wilbur smiled faintly.

Wright was seized with typhoid May 4, while on a business trip in the East. On that day he returned to Dayton from Boston, and consulted Dr. Conklin, the family physician. He took to his bed almost immediately, and it was several days before his case was definitely diagnosed as typhoid.

While definite arrangements for the funeral have not yet been made, it is probable that it will be held Saturday afternoon, with burial in Woodland Cemetery, south of Dayton.

The death of Wilbur Wright will not affect the local company, it is declared. His stock will probably be devised to members of his family, and Orville will continue in active charge of affairs.

(Sketch of Wilbur Wright and appreciations of his life work on seventh page.)

WRIGHT MEMORIAL PLANNED

Grahame-White Proposes Great
Flying Meet to Raise Funds.

London, May 30.—Claude Grahame-White, the English aviator, announces his intention to organize the greatest flying meeting yet held at Hendon. He will invite two hundred airmen to take part in the competitions for the purpose of raising a fund to erect a memorial to Wilbur Wright. Mr. Grahame-White says Wilbur Wright might almost be described as "the Edison of the air."

GREAT BEAR SPRING WATER.
40¢ per case of 6 glass-stoppered bottles.
—Adv.

AEROPLANE KILLS ONE AND INJURES SIXTEEN

Aviator, to Prevent Beheading
Man, Swerves and Crashes
Into Grandstand.

BOY AT POINT OF DEATH

Large Number Receive Injuries
When Machine Falls on Them
—Birdman Not Blamed
for Accident.

(By Telegraph to The Tribune.)
Seattle, May 30.—One man was killed, a ten-year-old boy lies at the point of death and fifteen persons were severely injured this afternoon at an aviation meet at the Meadows race track when I. Clifford Turpin, who was swooping across the field in a Wright aeroplane at a speed of fifty miles an hour, tilted his machine to avoid beheading an unknown man and crashed into the grandstand.

Turpin had made several circles of the course and was taking a downward flight preparatory to landing. An unknown man in the crowd ran across the track directly in the path of the machine.

The aviator, seeing that if he continued on his course he would behead the man with the propellers of his machine, quickly threw on his lever, tilting the machine to one side, and caused it to rise slightly from the ground. A stiff breeze which swept around the corner of the grandstand caused the aircraft to swing right on toward the main seats in the stand.

Turpin, seeing this second danger, threw off his power, but the aeroplane fell into the front tier of boxes, wounding several persons. Before any one could catch hold to stay it, the craft fell backward onto the heads of the crowd in front of the stand. Turpin remained seated until the machine fell to the ground, when he was thrown out.

Just before the aeroplane crashed into the boxes the crowd below scrambled for safety, but many were unable to get away. The majority of these people are among those injured, as they were directly under the machine when it fell.

According to aviators at the field, Turpin used quick and able judgment in managing the machine in the manner he did. He took a chance of losing his own life rather than sacrificing that of the unknown man who ran in front of his machine. The accident at the grandstand was unavoidable, say the aviators, and not due so much to the manipulation of the machine as to a gust of wind. The injured were rushed in ambulances to hospitals.

TWO HURT BY AEROPLANE

Max Lily Arrested When Machine
Injures Spectators.

(By Telegraph to The Tribune.)
Chicago, May 30.—After making a successful flight, accompanied by Miss Katherine Stinson, from Cicero to the Columbia Yacht Club grounds in Grant Park, Max Lily was arrested when he ran his machine into a fence at Randolph street, smashing part of its mechanism and injuring two spectators. Commodore James A. Pugh, a wealthy aviation enthusiast, was a fellow passenger, and had a narrow escape from serious injury.

Lily had been threatened with arrest for landing in Grant Park, but Commodore Pugh received permission over the telephone for him to leave the park. He took Pugh on as a passenger and made several detours of the park. A great crowd assembled, and when he attempted to land they were in his way. His assistants shouted to the people to stand back, "or somebody's head would be knocked off by the aeroplane." There was a scramble to places of safety. Lily was forced to run into the fence to avoid injuring many persons in the crowd. The damage to the machine is slight.

It is said the Chicago ordinance prohibiting the landing of an aeroplane in a public park without a permit is the only one of its kind in the country.

A pretty bit of modern Memorial Day sentiment added to the flight of Lily with Miss Stinson from the aviation field to the Columbia Yacht Club. The flyer landed in the presence of 250 members and guests of the club.

They approached the club grounds from the lake, having made a detour of the city to avoid the cancellation of the flyer's license if he passed over the city or landed in Grant Park. When they reached the spot where St. Croix Johnson fell to his death during last summer's aviation tournament they were seen to dip and drop a large bouquet of American Beauties into the water.

CRIPPLE REMOVES RED FLAG

It Was Placed Above Stars and
Stripes by Socialists.

Muscatine, Iowa, May 30.—A red flag floating above the Stars and Stripes from the Socialist headquarters caused a stir today.

Henry Podman, a crippled veteran, climbed a stairway and pulled down the red emblem. His act was cheered by the crowd that gathered.

THOUGHT HER JEWELS LOST

Messenger Boy, Separated from Em-
ployer, Well Rewarded for Honesty.

A small hand bag containing several thousand dollars' worth of jewels was lost for half an hour yesterday on the Hamburg-American Line pier, in Hoboken, before the steamship Kaiserin Augusta Victoria sailed for Hamburg.

It belonged to Mrs. Arnold Hays, who had intrusted it to the care of a messenger boy who helped her carry some luggage to the pier. The boy became separated from Mrs. Hays; he searched the ship for her and offered the bag to the purser and the chief steward of the Kaiserin, but both declined to accept it. Mrs. Hays thought the boy had made off with the bag, but was overjoyed later when she found him watching for her at the gangplank.

He was well rewarded for his efforts to find her.



Boedma Robinson

Special Summer Resort
Number
Sunday, June 2nd

Don't Miss Next
Sunday's Tribune

It will aid you in solving the ques-
tion as to where you intend spend-
ing your vacation this summer

PAGE QUILTS WASHINGTON

New York Broker Dodges Lunacy
Proceedings by Leaving.

(From The Tribune Bureau.)
Washington, May 30.—Henry W. A. Page, the New York linen broker against whom insanity charges were filed after he was convicted of libeling the House Judiciary Committee, sentenced to five years in the penitentiary and fined \$1,000, and then placed on probation, has left this jurisdiction, departing after several members of the District Supreme Court bench had refused to approve the lunacy proceedings.

Technically, Page was supposed to be in the custody of the United States Marshal pending the efforts of the government prosecutors to have him put in jail to await the expected hearing on his mental condition, but, acting on the advice of his attorney, he hurriedly left his hotel in the night, and presumably went to New York. He said yesterday that he expected to sail for England on Wednesday next.

KNOEDLER BUYS "SALOME"

Pays \$105,600 for Painting, Out-
bidding French Government.

Paris, May 30.—The sensational event in the sale of the Marquis de Rothschild's collection of old and modern masterpieces, which began at the Georges Petit galleries today, was the bidding for Alexandre Regnault's "Salome," which was knocked down to the art dealer Knoedler for \$28,000 francs (\$105,600).

The picture had a special interest for Frenchmen on account of the tragic fate of Regnault, who was cut off at the beginning of a brilliant career by a Prussian bullet in an engagement in 1871 at Eugeneval, near Paris, and a group of patriotic citizens, headed by Baron Henri de Rothschild, had got together a large sum with the intention of acquiring the picture for the Louvre.

The limit of their resources, however, was reached after most exciting bidding, and the picture went to the big dealer amid groans and hisses. The large assembly keenly showed its disappointment that the masterpiece had been lost to the Louvre.

Some of the other prices were high. "Solitude," by Corot, bringing \$35,000 francs (\$77,000); "Avenue of Chestnuts," by Rousseau, 257,000 francs (\$50,400); "The Riding Lesson," by Delacroix, 151,000 francs (\$30,800).

Regnault, who was a pupil of the school of Delacroix, painted "Salome" in Rome when only twenty-seven years old. The canvas has been described as a "symphony in yellow" and the central figure as a "incarnation of sensual ecstasy."

The subscription started by Baron Henri de Rothschild to purchase the picture for the Louvre reached \$20,000 in two days, one-third of this sum being contributed by the baron. The representative of the French government at the sale, the above cable dispatch shows, was unable, even with the aid thus afforded, to secure the painting for France's national collection.

COAL ROADS EXPOSE THEIR OWN GREED

Lean April Reports Show What
Big Gains Anthracite Traffic
Brings to Railways.

READING LOST HALF IN NET

But Gross Decrease Was Only 25
Per Cent—Other Lines Like-
wise—Independents Suffer
from Advanced Prices.

Four anthracite railroads have just issued their reports for April, the month of complete suspension of mining, showing clearly the gap which the lack of anthracite traffic makes in their earnings. Both gross and net, but the latter more particularly. This is so because anthracite not only constitutes about a third of the normal freight tonnage of the lines under review, but it brings in more than half of their profits.

The Philadelphia & Reading Railway reported, for instance, gross earnings of \$2,987,465, as compared with \$3,981,690 in April of last year, a falling off of about 25 per cent. Yet its net earnings, \$609,050, were less than half those in April of last year, which amounted to \$1,419,248. Of course, a certain allowance must be made for charges, which remain constant, regardless of the volume or kind of traffic, and which, therefore, would reduce the proportion of net earnings in a lean month in any case.

The Erie is not so typical an anthracite road as the three already mentioned. Its figures, however, show a remarkable falling off in net as compared with gross income—14 per cent in the case of gross and 56 per cent in the case of net.

Why Boost Coal Rates?

One of the things the Merchants' Association of New York wants to know is what right the anthracite roads have to charge higher freight rates on coal than on general merchandise. This question, of course, will fit into the association's price inquiry. In fact, it may become the most important question asked in the whole course of the investigation.

It is a question which, as The Tribune has already pointed out, counsel for the government put in the suit against the anthracite trust still pending before the Supreme Court. The Lehigh Valley Railroad tried to reply to it in one of the Meeker suits before the Interstate Commerce Commission, with ridiculous results, the answer being that it was

Continued on fourth page, third column.

WAITERS QUITTING HOTEL AFTER HOTEL

St. Regis, Plaza, Astor, Gotham
and Louis Martin's Among the
Places to Experience Walk-
Outs Last Night.

PLAZA TAKES ON NEGROES

Astor, Forewarned, Has New
Staff at Work as Soon as Old
Men Leave—Martin's Is
Forced to Close—Childs
and Dennett Threatened.

Six hotels, a restaurant and a club were stricken almost simultaneously last night by a rapid fire succession of walk-outs on the part of their waiters and cooks, acting under orders of the officials of the International Hotel Workers' Union.

The walkouts involved what was estimated to be a thousand men, and it began to look as though the general strike that has been threatened for a week had at last arrived to banish the pleasures of undisturbed eating for customers of New York's hotels.

The victims chosen last night by Edward Blochinger, et al., for demonstrating to the hotel men that they were really prepared to bring an industrial war upon the city were the Hotel Astor, which lost three hundred men; the Prince George, over fifty; the St. Regis and the Gotham, about a hundred men each; the Plaza and the Imperial, one hundred each; Louis Martin's, two hundred, and the Elks' Club, in 43d street, near Sixth avenue, about seventy-five men.

Thoroughly forewarned, William C. Muschenheim, proprietor of the Hotel Astor, "swapped horses in the middle of the stream" almost as easily as shifting from one foot to another. The walkout came at 7:15 o'clock, when his three dining rooms were packed with unsuspecting guests, and within periods ranging from a minute and a half to four minutes in the respective rooms his strike breakers were serving those same guests with the next course, as though his captains and head waiters had merely shifted waiters from one table to another.

New Men Enter as Old Walk Out.

By a prearranged scheme, as soon as the strikers picked up their last tips and laid down their napkins, the head waiters placed upright slips of cardboard on every table, and as the old men walked out the new men, who were held in surrounding rooms with their aprons already on, marched in and took up the service at the tables designated for them by numbers, in accordance with previous instructions.

The guests greeted these new ministers to their half-satisfied hunger with applause, and as the strikers walked out they received from Mr. Muschenheim's assistants slips of paper bearing the following sentiments about their actions:

It is with regret that I see that circumstances seem to compel so many employees to leave me, some of whom have been with me for many years. I am fully aware that they leave reluctantly, and wish to assure them that I have no hard feelings against them, and will try to take care of them as soon as they see their way clear to break loose from irresponsible demagogues and agitators.

To each guest was handed a note stating that every effort had been made to reach an amicable understanding. It also apologized for any shortcomings in service and declared that no further compromises would be made with the strikers, adding that the house would be kept on an open shop basis and would fight the union to a finish.

At the time the strike came, three hundred guests of the New York Homoeopathic Medical College were just sitting down to dinner. So quietly were the emergency waiters thrown into the breach here that there was no delay in the starting of the meal, and the diners long remained in ignorance of the fact that there had been a walk-out.

Nothing for Police to Do.

The strikers went quietly to their lockers, donned their street clothes and marched out through Times Square to join the striking waiters from other places in a mass meeting at Bryant Hall, in Sixth avenue. They went in an orderly way, and the police reserves on hand for any contingency had nothing to do.

Times Square and vicinity rapidly assumed the appearance of a general strike, for shortly after the Astor's employees went out the waiters, bus boys and cooks poured out of Louis Martin's and joined them on their march to Bryant Hall, the new Mecca of all good waiters and cooks.

HURLED FROM RACING BOAT

Man Caught in Flywheel—Rescued in
View of Atlantic City Throng.

Atlantic City, May 30.—While the speed boats Motor Bug and Chelsea Special were going at forty miles an hour off the inlet this afternoon, trying for a world's record in the 15-foot class, Arthur Boyce, who was at the engine of the former boat, was caught in the flywheel and hurled into the water.

In an attempt to reach him Captain Nicholas Young, who was guiding the Motor Bug, narrowly escaped a collision with the Chelsea Special. Boyce battled in the water for five minutes, and was swirled about by cross currents in plain view of a throng on the shore before he was rescued in an exhausted condition.

MAY NOMINATE PRESIDENT

W. G. Harding Expected to Name Taft
Before Convention.

(From The Tribune Bureau.)
Washington, May 30.—The names of Senator Burton and Warren G. Harding are being considered by President Taft in connection with the nominating speech in which his name will be presented to the convention at Chicago. Although he has not announced his selection it is probable that the choice will fall upon ex-Lieutenant Governor Harding, who was suggested for that purpose by Senator Burton himself last December. At that time the suggestion met with the approval of Arthur Yorva, the President's Ohio campaign man-

ager.

THE TROUBLE AT THE PLAZA.

Trouble began at noon at the Plaza in an unexpected form. Shortly before luncheon the manager, Frederick Sterry, assembled his men and asked them what they wanted. When they said they wanted more pay and no fines he said that he would grant both demands. Then he asked how many belonged to the union and would go out at the call of the union. About forty answered that they would do so and he discharged them at once.

"They might as well go now as to wait